

[PRICE \$2½ PER MONTH.]

[PRICE \$2½ PER MONTH.]

FOR SHANGHAI.

1
 "AMCOY."
 G. H. Drewes, Master, will be des-
 the above Port TO-DAY, the 3rd
 5 P.M.
 For Freight or Passage, apply
 SIEMSS
 1033 Hongkong, 3rd July, 1875.
 FOR LONDON AND HAM
 THE German Steamship
 "ALTONA"

above on SATURDAY

For Freight or Passage, apply to
WM. PUSTEY & CO.
8d 1034 Hongkong, 3d July, 1891.
NOTICE.
FROM and after this date the R.M.S. Company will run
on SILK to New York by
the PACIFIC MAIL STEAMSHIP CO.
the OCCIDENTAL and ORIENTAL

be EIGHT CENTS per
G. B. EMO

7d 1037 Hongkong, and Java.
TO LET.
CORNER HOUSE in Lower
race, from 1st August prox.
Apply to ED. SHARP &

ONG AND CHINA
ANY LIMITED

PLAY.	S. SEPARATE TENDERS are invited for the purchase of 100 tons of Portland Cement made at the Works of Messrs. Harbin & Co., Ltd. during one or two years, commencing latest January 1906. Conditions of Contract for sale of such products can be ascertained on application to the Company's Office, West Point Road, Canton. Tenders must be submitted on or before the 1st day of February 1906. The right to reject any or all tenders is reserved. A. N. S.
TOLS.	
NUM.	
ENDED	8d 1036 Hongkong 3rd July, HONGKONG AND CHINA WATSON, PLYNCE, LIMITED
O & Co.	NOTICE
3.	THE Transfer Books of this

in days inclusive.

25d 1025 Hongkong, 2nd July 1936.

NOTICE.

THE Undersigned having resigned the Secretaryship of the HONGKONG BANK, LIMITED, the Board of Directors have appointed Mr. L. HAUSCHILD to this date.

By Order, _____

1030 Hongkong, July 1st, 1936.

NOTICE.

A YOUNG MAN (English) _____

China. Good Reference.

<p>1019 Hongkong, 31 July, 1975.</p> <p>DUO DE MONTEBELLO BLANCHE CHAMPAGNE Quarts.....\$15 per case Pints.....\$10 " " " " 5% discount on 25 C</p>	<p>BOURBON WHISKY \$12 per case (1 doz) FOR SALE BY H 975 Hongkong, 23rd June, 1975.</p>
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COMPAGNIE DES MES

NOTICE.
CONSIGNEES of Cargo per
 from London in company
 above Steamer, are hereby in-
 formed that Goods ordered and
 at the Company's Godown, a
 may be obtained from W. E.
 30th inst., at Noon.
 General Cargo will be for-
 warding in receipt from the
 fore 9 A.M. 20-MORROW.
 S. B. of Lading will be con-
 signed.
 Goods unclaimed after S.
 3rd July, at Noon, will be
 landing charges.
 No Fire Insurance has been
 C. BE

NOTICE.

MPANY
NG of the
wed Com-
Hotel on
375, at 3.30

BRITISH BARQUE RO

CARRIERS.
Secretary.
INSURANCE
have been up
Company at
SHAW & Co.
& Co.
MANST & Co.
TEADING

ary of their Goods.

Established
& Co., Ship
Agents,
1875.

GERIE'S

EEES.

Ship Cargo are
fills of Lading
Signature, and
Cargo has been
and expense,
AND,
AND,

will be landed and stored
and expense.

Consignees are also informed
that, if obtained, they
sign the Average Bond and
Guarantee for Contribution to
VOGEL, HAG

009 Hongkong, 28th Jun
DANISH S.S. NOERDEN
TEE, FROM ANT
SINGAPORE

CONSIGNEES of Cargo
Steamer are hereby
Goods are being landed and
in the following:
whose delivery may be ob
Consignees wishing to se
Christ, non-wards the w

Optional Cargo will be

Sacks.
 Iron.
 1875.
 Sandries.
 do.

DAY, the 22nd instant.
 Goods remaining in a
 July, will be subject to raise
 Bills of Lading will be c
 . Wm.
 271 Hongkong, 22nd J

This image shows a vertical strip of a document page. On the right side, there is a dark, solid vertical band representing the book's binding. The main part of the image is a light-colored page with faint horizontal lines. The page is heavily marked with numerous small, dark specks and spots, which appear to be dust, dirt, or damage to the paper. There is no legible text or other markings on the page.

of his own prowess in beating back Col. Browne's expedition, and offering to keep the frontiers of the United States safe from the depredations of Sir Edmund Hornby delivered judgment on the 19th ult., on the question that was argued before him on the 10th instant, as to whether the vessel was entitled to compensation for the loss she should recover for the loss of their effects on the same principle as the owners of the ship *Amargo*. In an elaborate and rather interesting opinion, the court held that the vessel and her crew and passengers, but against the master. From the decision that both vessels were *bona fide* traders that he was one of the two regular vessels of the United States, and that the two innocent owners or the equally innocent owners of the *Oceana* (their so-called guilt being only an inference at law) in respect of loss

